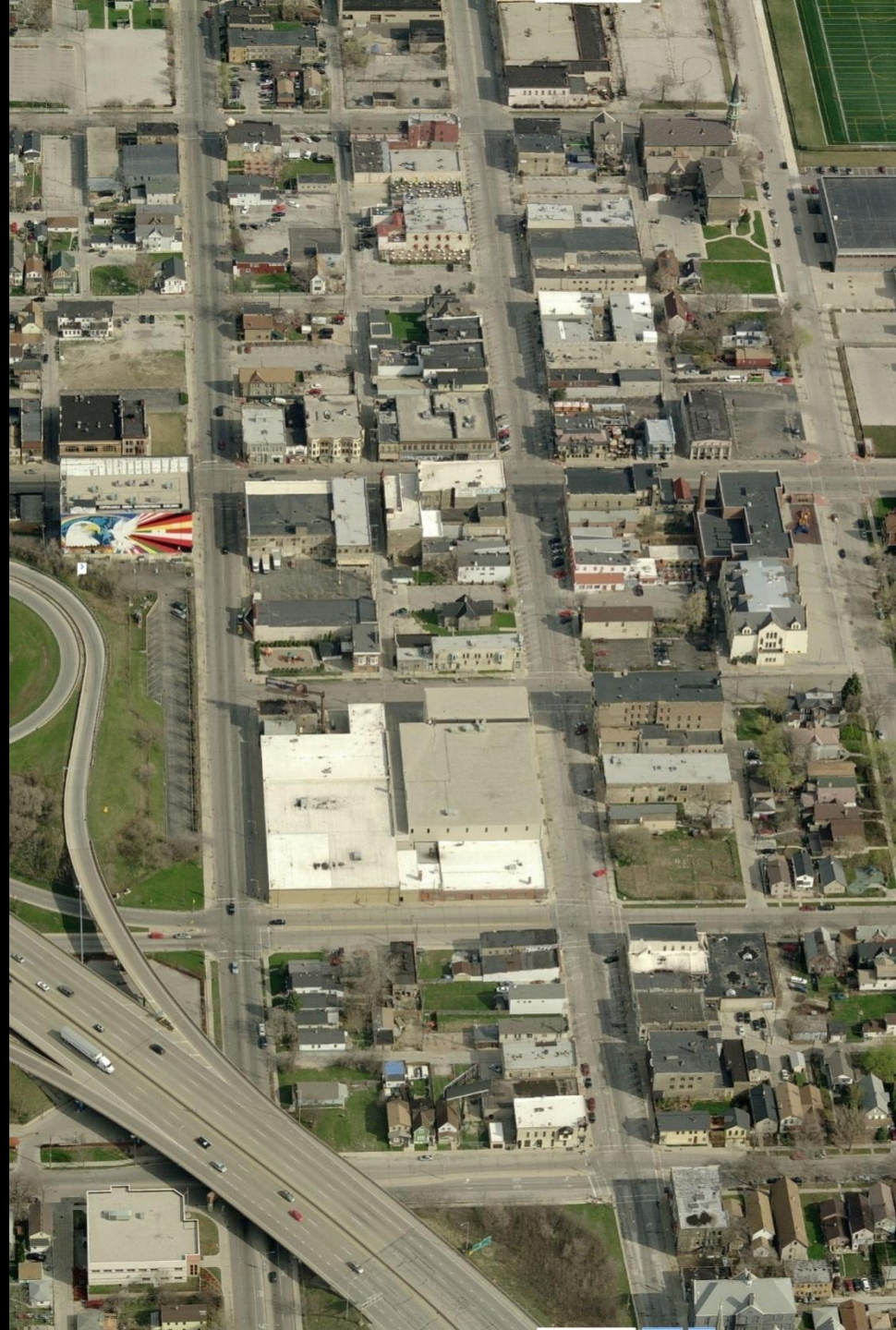


Walker's Point

*creative
corridor*

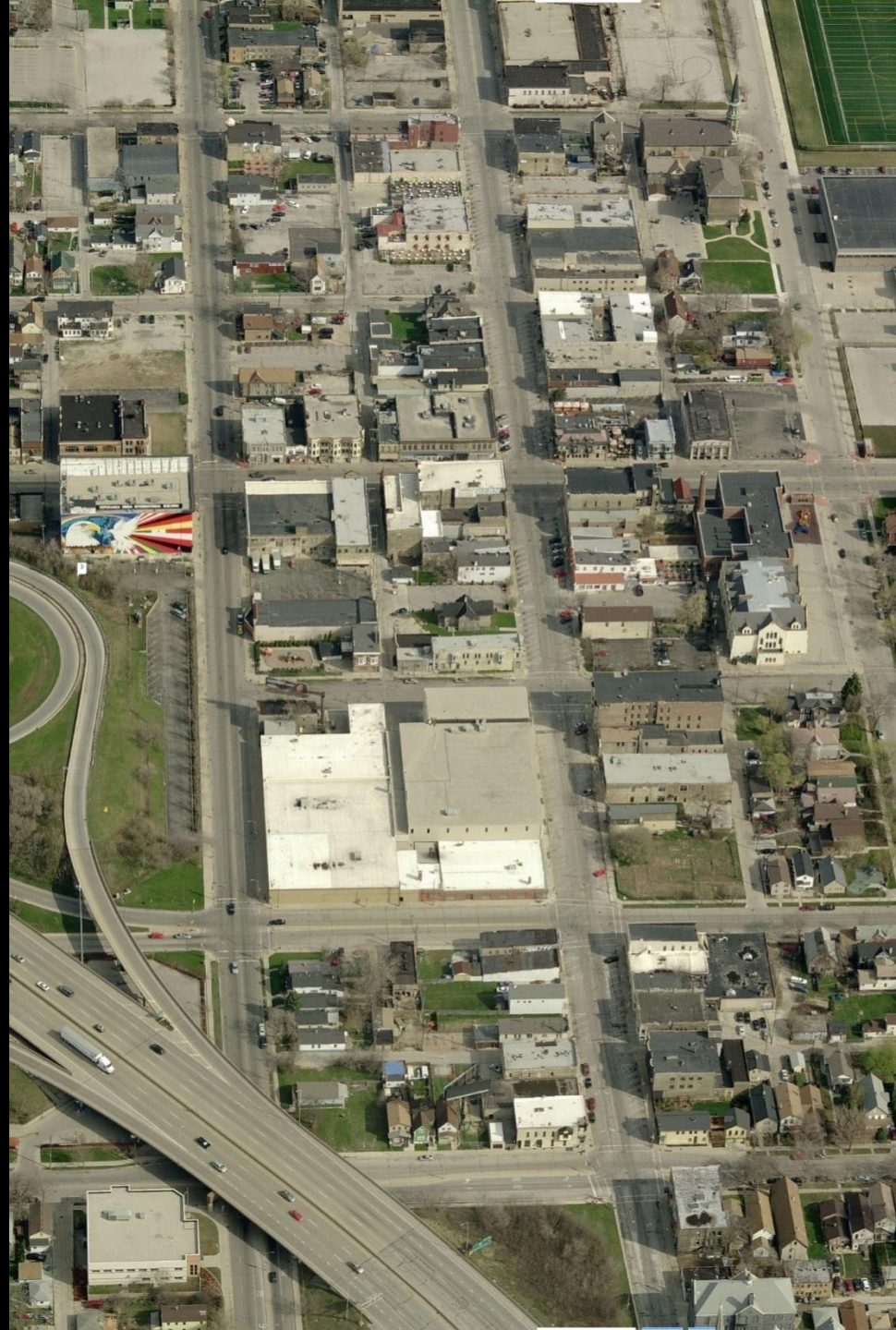
**South 5th Street
Reconstruction**

**Public Meeting
June 22, 2015**



MEETING AGENDA

- I. Complete Streets
- II. Street Alignment Options
- III. Parking Impact
- IV. Streetscape Funding
- V. Construction
- VI. Testimonials
- VII. Questions/Feedback



Project Area:

South 5th Street
Virginia to Scott



VIRGINIA

BRUCE

PIERCE

NATIONAL

WALKER

MINERAL

WASHINGTON

SCOTT

Creative Corridor

South 5th Street Reconstruction Plan



Local businesses see many benefits in improving access to people traveling by foot or bicycle. When a bike lane was added along Valencia Street in San Francisco's Mission district, nearby businesses saw **sales increase by 60 percent**, which merchants attributed to increased pedestrian and bicycle activity.



The redesign of North Avenue in Wauwatosa, just outside Milwaukee, is being credited with spurring **a business boom**.
– *Urban Milwaukee*



In Washington, D.C., design improvements along Barracks Row, including new patterned sidewalks and traffic signals, helped attract **40 new businesses and nearly 200 new jobs**, along with increases in sales and foot traffic.



“Baltimore's main streets are quickly becoming far more comfortable **places** for people in the community to walk and bike, not just drive.”



In Charlotte, N.C, the city redesigned 4-lane East Blvd as a 2-lane street with bike lanes and improved streetscape. Almost immediately, real estate activity began flowering in this historic area: **infill development took off and sales rose.**



Studies have shown that bicyclists and pedestrians shop more often and **spend more money** in their communities than people who only drive to shopping, restaurants, etc.



Studies have shown that neighborhoods that invest in trails and bicycle and pedestrian infrastructure have **higher property values** and increased sales tax revenues.



South 2nd Street **(BEFORE)**



South 2nd Street (AFTER)



STREET ALIGNMENT OPTIONS

EXISTING CONDITIONS

"As Is": NOT AN OPTION



8.5'
SIDE-
WALKS

17'
ANGLED
PARKING

12'
DRIVING
LANE

12'
DRIVING
LANE

17'
ANGLED
PARKING

8.5'
SIDE-
WALKS

EXISTING CONDITIONS

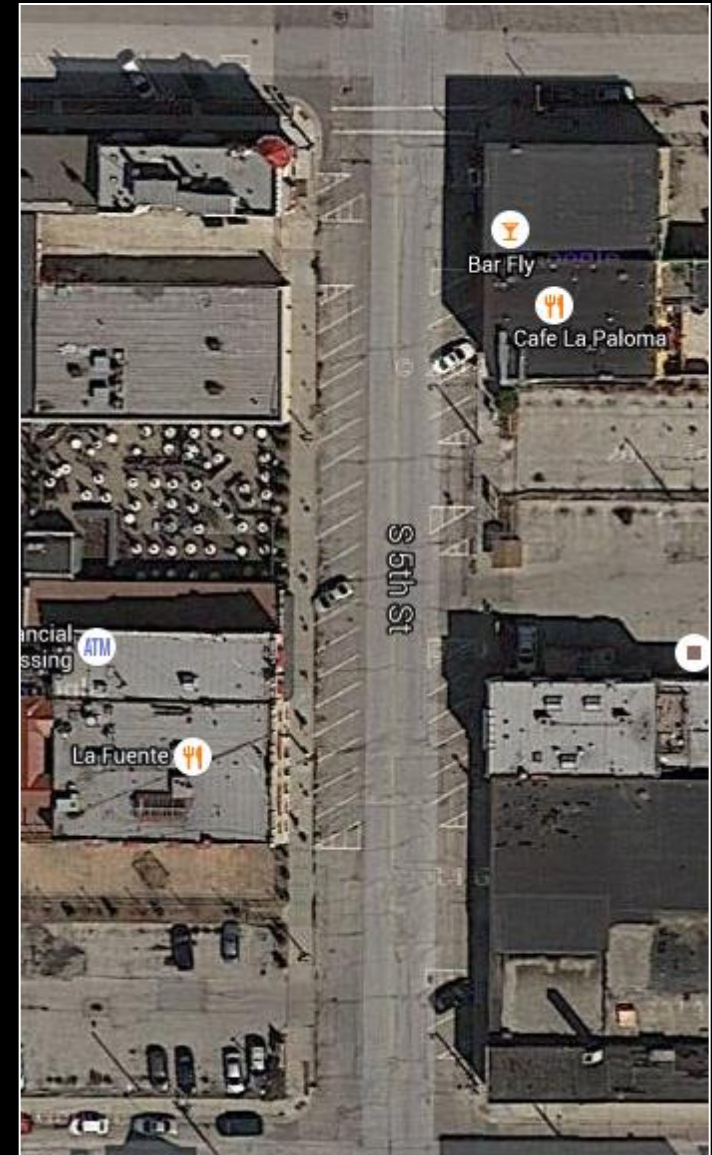
“As Is”: NOT AN OPTION



EXISTING CONDITIONS

"As Is": NOT AN OPTION

- Does not permit bike lanes and not safe for bicycles (backing out).
- Does not have a wide enough sidewalk for amenities.
- Also lacks green space, good stormwater management.
- Allocates most of the ROW to cars. All other users shortchanged.
- Sidewalks too narrow to accommodate all users comfortably and safely.
- Making buildings ADA accessible difficult with existing sidewalks.



OPTION 1

Small Sidewalks and Angle Parking on Both Sides



9.5'
SIDE-
WALKS

17'
ANGLED
PARKING

11'
DRIVING
LANE

11'
DRIVING
LANE

17'
ANGLED
PARKING

9.5'
SIDE-
WALKS

OPTION 1

Small Sidewalks and Angle Parking on Both Sides



OPTION 1

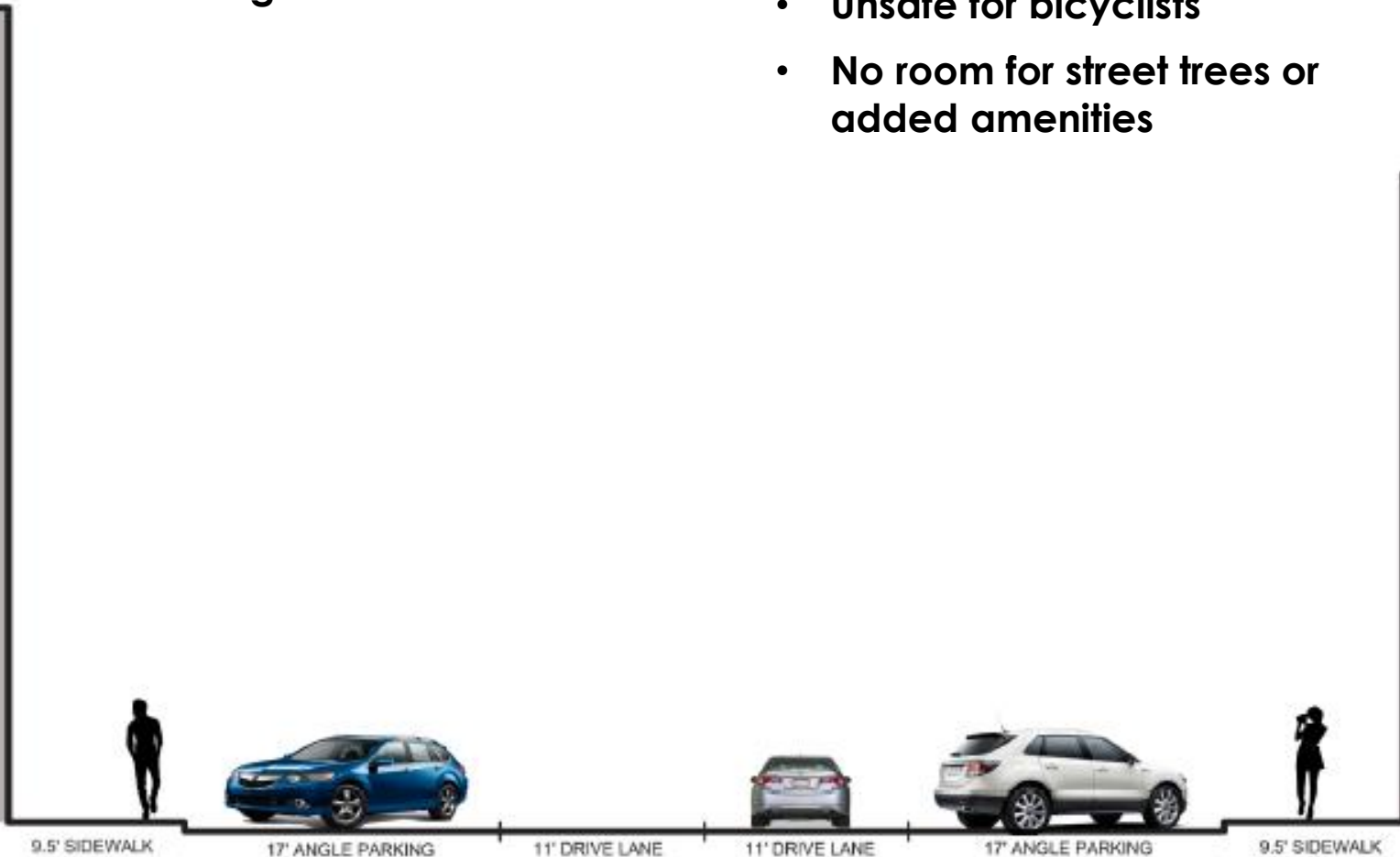
Small Sidewalks and Angle Parking on Both Sides

+PRO

- Maximizes On-Street Parking

-CON

- Poor pedestrian Environment
- Unsafe for bicyclists
- No room for street trees or added amenities



OPTION 2

One Side Angle Parking / One Side Parallel Parking



13.5'
SIDEWALKS

8'
PARALLEL
PARKING

11'
DRIVING
LANE

11'
DRIVING
LANE

17'
ANGLED
PARKING

13.5'
SIDEWALKS

OPTION 2

One Side Angle Parking / One Side Parallel Parking



OPTION 2

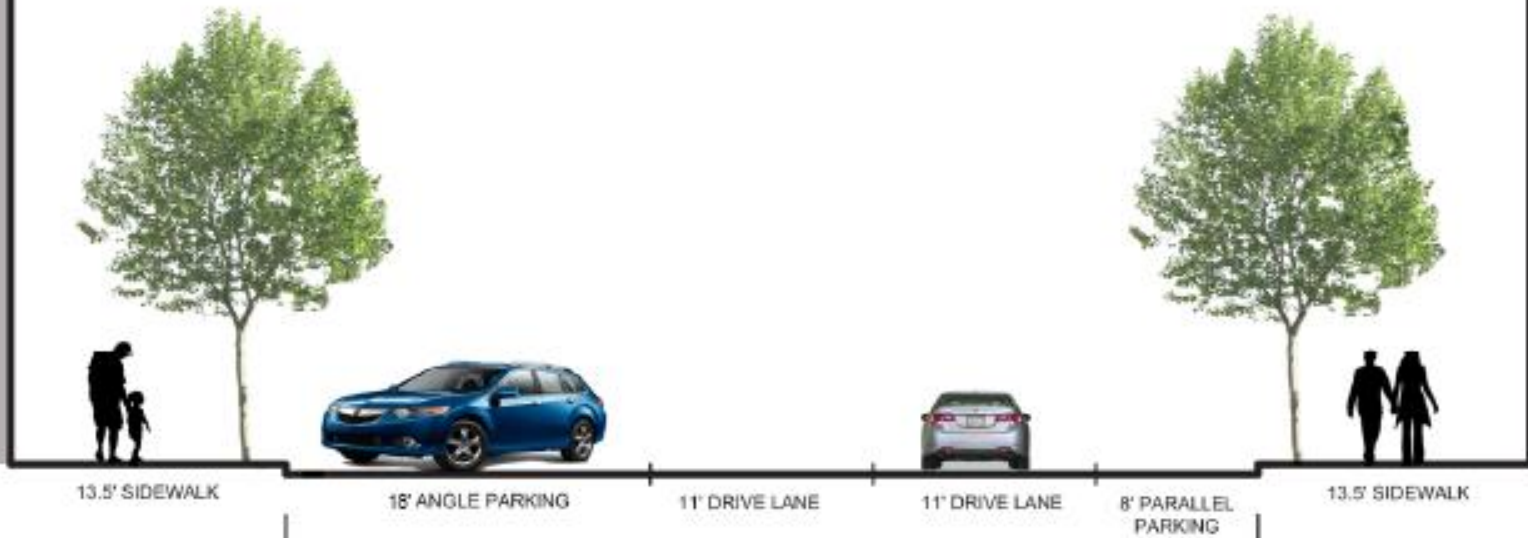
One Side Angle Parking / One Side Parallel Parking

+PRO

- Wider sidewalks allow for café tables, street trees and other pedestrian amenities.
- Most on-street parking remains (75% of existing)
- Design opportunities exist for a variation of street sections and unique traffic calming features

-CON

- Unsafe for bicyclists
- On street parking reduced by up to 25%
- Sidewalk space is not maximized



OPTION 3

Parallel Parking on Both Sides and BIKE LANES



13.5'
SIDEWALKS

8'
PARALLEL
PARKING

**5' BIKE
LANE**

11'
DRIVING
LANE

11'
DRIVING
LANE

**5' BIKE
LANE**

8'
PARALLEL
PARKING

13.5'
SIDEWALKS

OPTION 3

Parallel Parking on Both Sides and BIKE LANES



OPTION 3

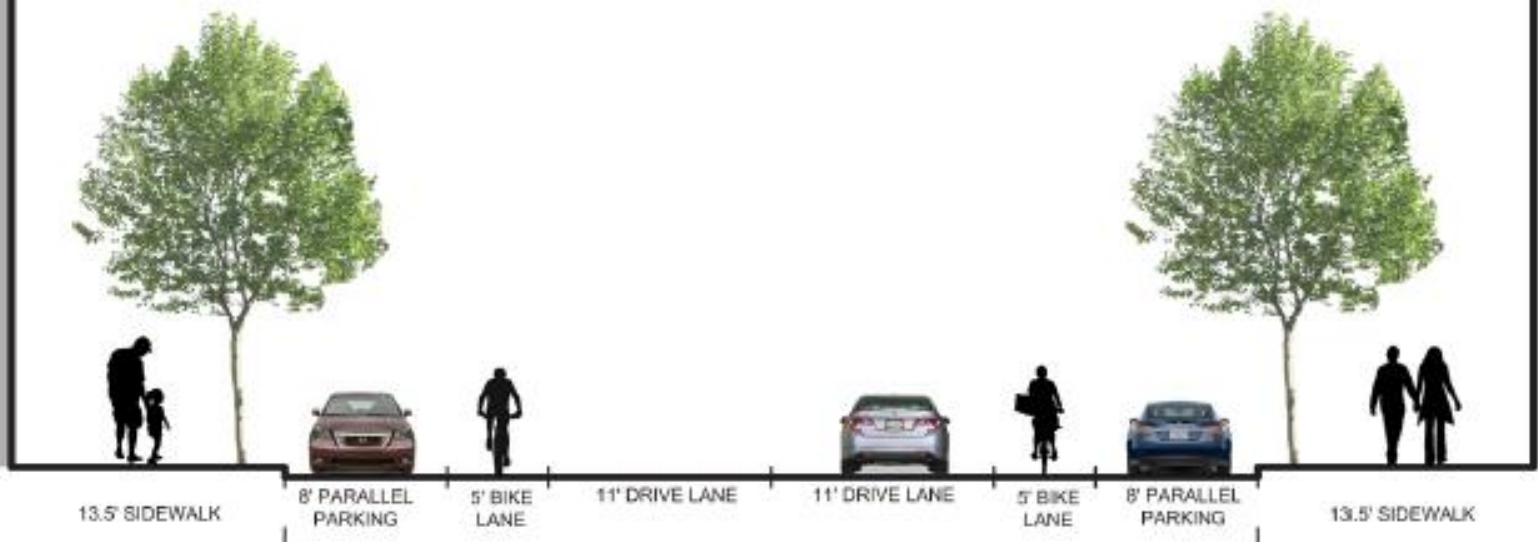
Parallel Parking on Both Sides and BIKE LANES

+PRO

- Bicyclists are given their own dedicated travel lane
- Wider sidewalks allow for café tables, street trees and other pedestrian amenities.

-CON

- On street parking reduced by up to 50%
- Sidewalk space is not maximized
- Wider roadway may increase traffic speed



OPTION 4

Narrow Street and Wide Sidewalks



18.5'
SIDEWALKS

8'
**PARALLEL
PARKING**

11'
**SHARED
LANE**

11'
**SHARED
LANE**

8'
**PARALLEL
PARKING**

18.5'
SIDEWALKS

OPTION 4

Narrow Street and Wide Sidewalks



OPTION 4

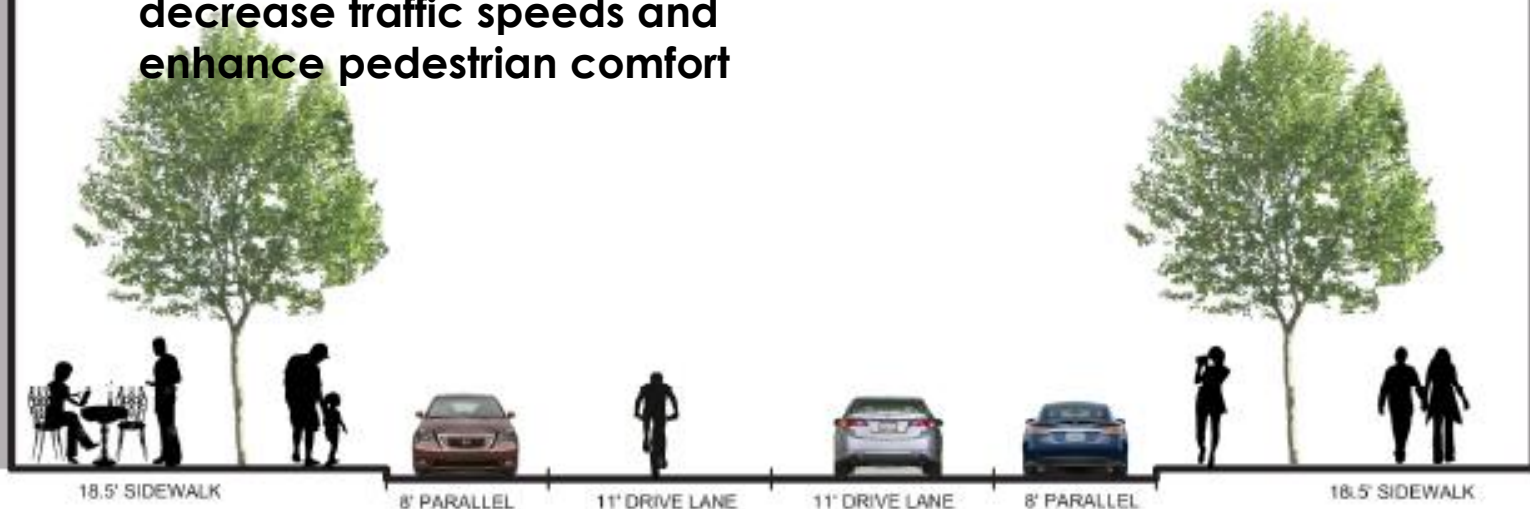
Narrow Street and Wide Sidewalks

+PRO

- Best pedestrian environment and most space for “creative place-making”
- Widest sidewalks allow for maximum café tables, street trees and other pedestrian amenities.
- Narrow Roadway and unmarked lanes will decrease traffic speeds and enhance pedestrian comfort

-CON

- On street parking may be reduced by up to 50%
- Bicyclists are mixed with traffic



OPTION ANALYSIS

	On-street Parking	Bicycle Safety	Pedestrian Comfort and Amenities	Street Trees and Green Features	Outdoor Dining	Ability for “Creative Place- making”
1	GOOD	POOR	POOR	POOR	POOR	POOR
2	GOOD	POOR	FAIR	FAIR	FAIR	FAIR
3	FAIR	GOOD	FAIR	FAIR	FAIR	FAIR
4	FAIR	FAIR	GOOD	GOOD	GOOD	GOOD

EXISTING CONDITIONS

"As Is": NOT AN OPTION



8.5'
SIDE-
WALKS

17'
ANGLED
PARKING

12'
DRIVING
LANE

12'
DRIVING
LANE

17'
ANGLED
PARKING

8.5'
SIDE-
WALKS

OPTION 1

Small Sidewalks and Angle Parking on Both Sides



9.5'
SIDE-
WALKS

17'
ANGLED
PARKING

11'
DRIVING
LANE

11'
DRIVING
LANE

17'
ANGLED
PARKING

9.5'
SIDE-
WALKS

OPTION 2

One Side Angle Parking / One Side Parallel Parking



13.5'
SIDEWALKS

8'
PARALLEL
PARKING

11'
DRIVING
LANE

11'
DRIVING
LANE

17'
ANGLED
PARKING

13.5'
SIDEWALKS

OPTION 3

Parallel Parking on Both Sides and BIKE LANES



13.5'
SIDEWALKS

8'
PARALLEL
PARKING

**5' BIKE
LANE**

11'
DRIVING
LANE

11'
DRIVING
LANE

**5' BIKE
LANE**

8'
PARALLEL
PARKING

13.5'
SIDEWALKS

OPTION 4

Narrow Street and Wide Sidewalks



18.5'
SIDEWALKS

8'
**PARALLEL
PARKING**

11'
**SHARED
LANE**

11'
**SHARED
LANE**

8'
**PARALLEL
PARKING**

18.5'
SIDEWALKS







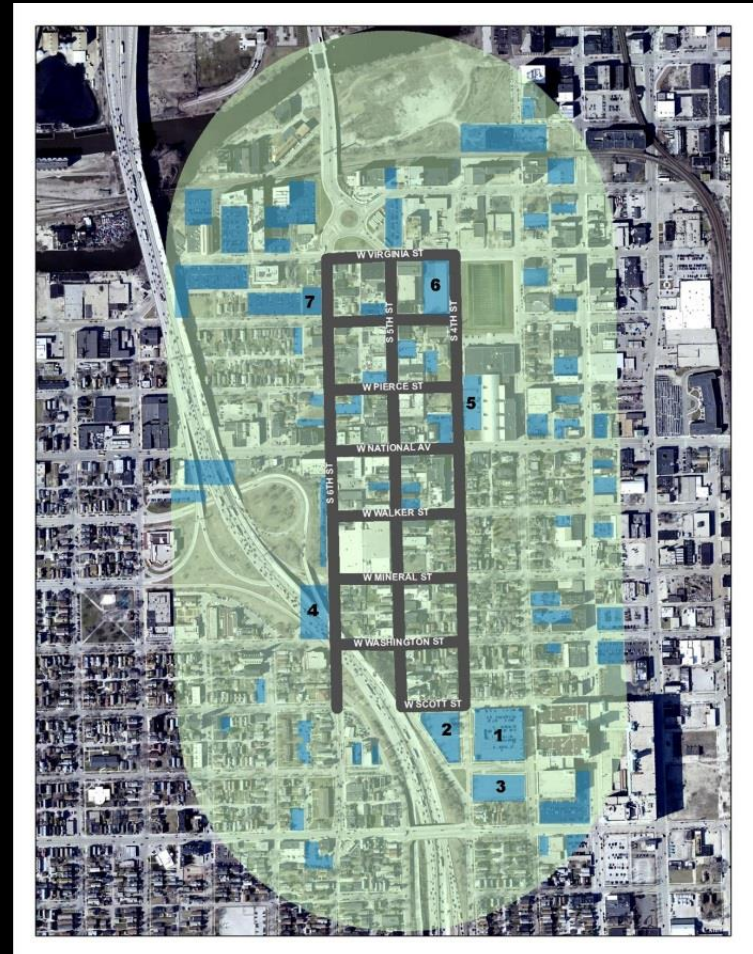
PARKING IMPACTS

Existing On-Street Parking Spaces

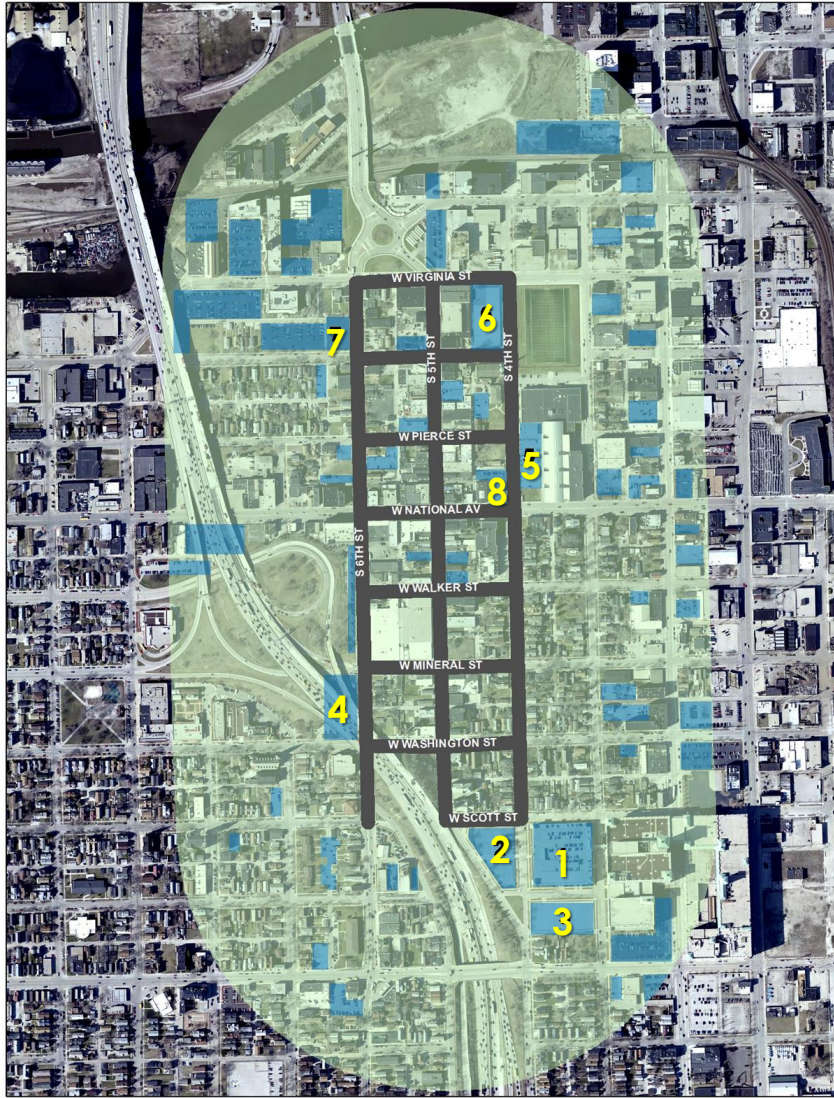
5th St. (Virginia to Scott):	205*
4th St. (Virginia to Scott):	152**
6th St. (Virginia to Scott):	90
Virginia St. (4th to 6th)	61
Bruce St. (4th to 6th)	42
Pierce St. (4th to 6th)	21
National Ave. (4th to 6th)	33
Walker St. (4th to 6th)	30
Mineral St. (4th to 6th)	42
Washington St. (4th to 6th)	45
Scott St. (4th to 6th)	16
Total	737

*177 Angle / 28 Parallel

**73 School Zone

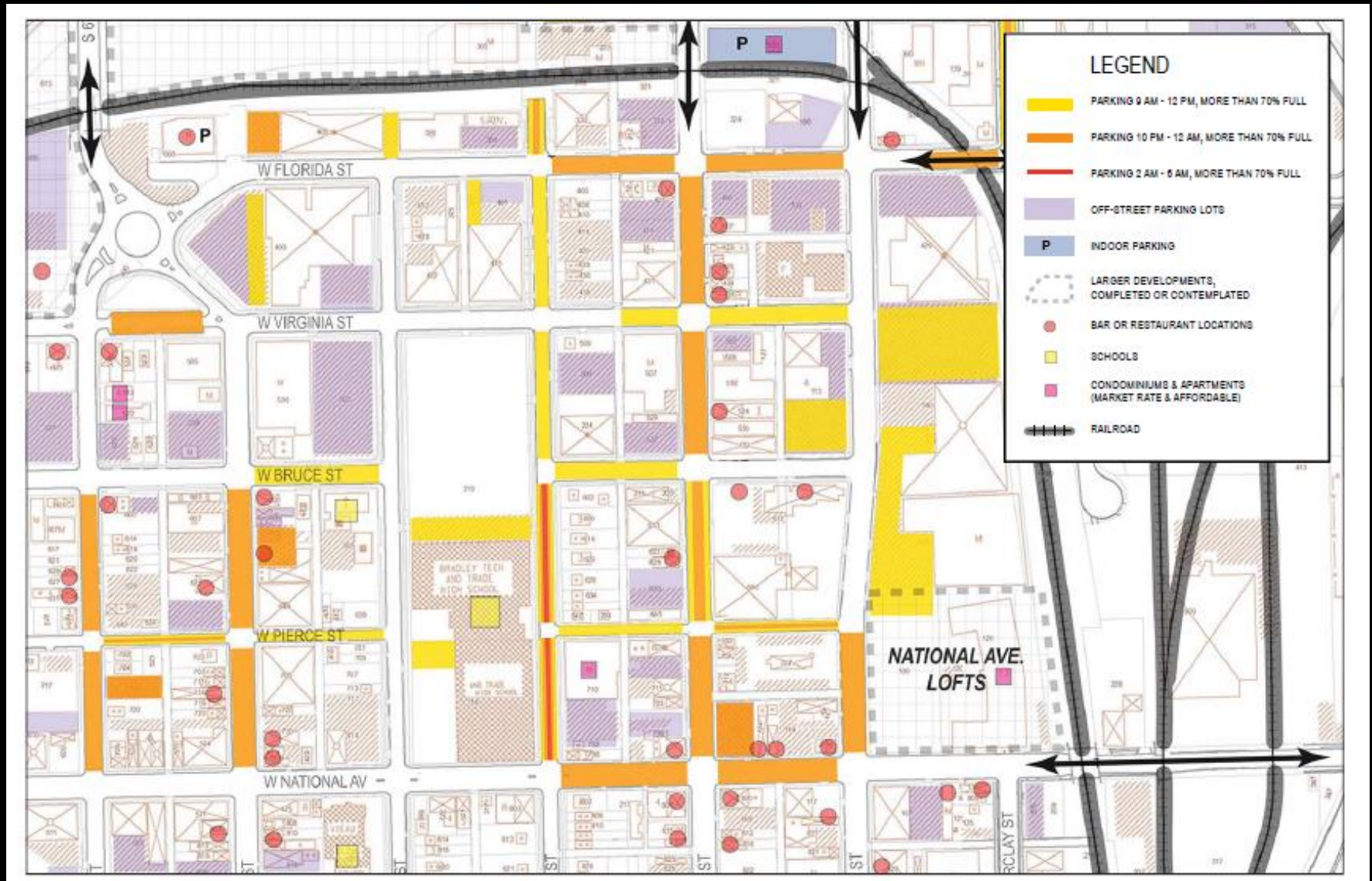


Existing Off-Street Parking Spaces



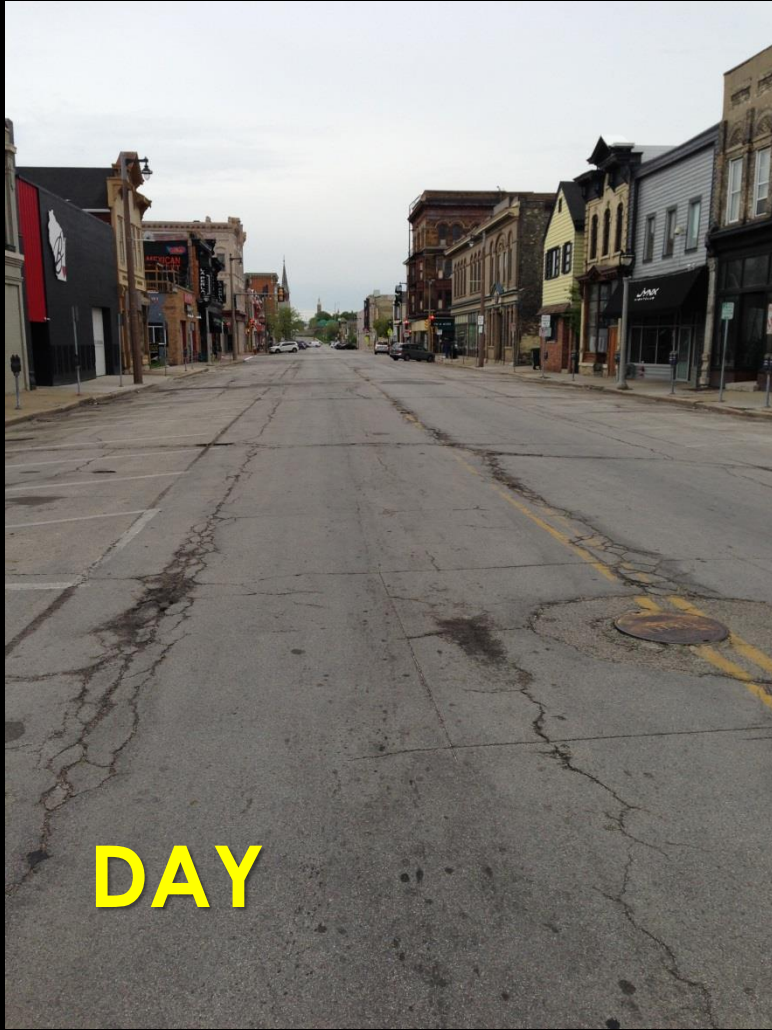
~900 off-street parking spaces in surface parking lots in project area (Virginia / Scott / 4th 6th)

Current Demand



Source: Walker's Point Parking Study (GRAEF 2014), Parking Counts from DPW (North of National Ave.)

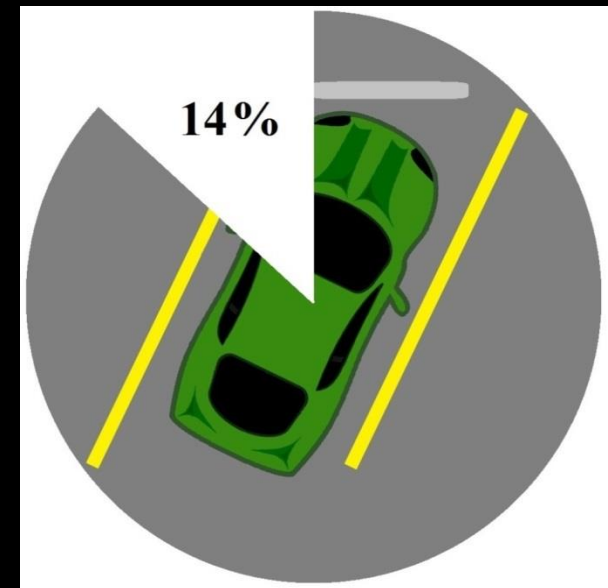
Current Demand



Potential Impact of Street Reconstruction

	Estimated Reduction of On-Street Parking Spaces	Percentage of 5th St. On-Street Parking	Percentage of Area On-Street Parking (4th St., 6th St., Virginia St., Scott St.)	Percentage of Total Parking in Area
Option 1	Nominal	NA	NA	NA
Option 2	45-50	24%	7%	3%
Option 3	90-100	48%	14%	6%
Option 4	90-100	48%	14%	6%

The 2014 GRAEF Parking Study indicates that there is sufficient on-street parking in the larger area to absorb the reduction on 5th Street.

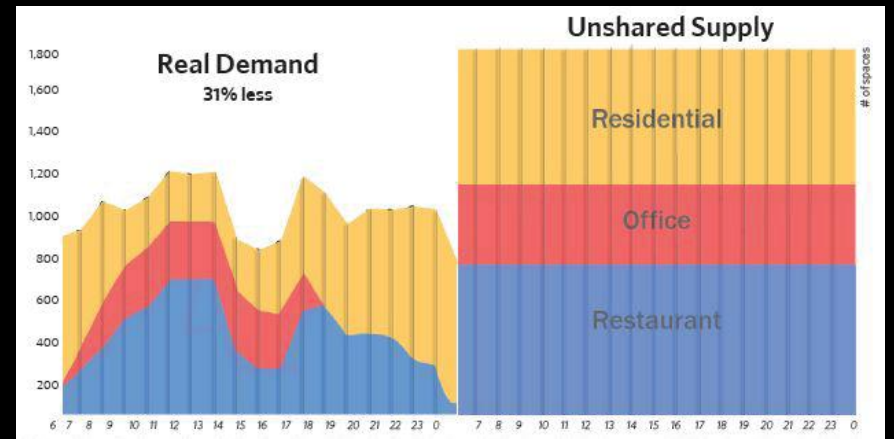
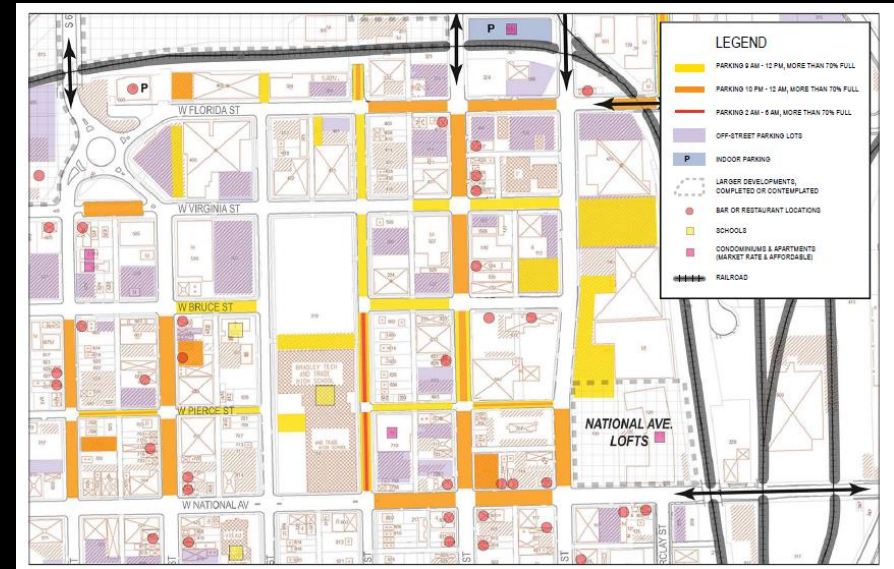


On-Street Parking on Area Commercial Corridors

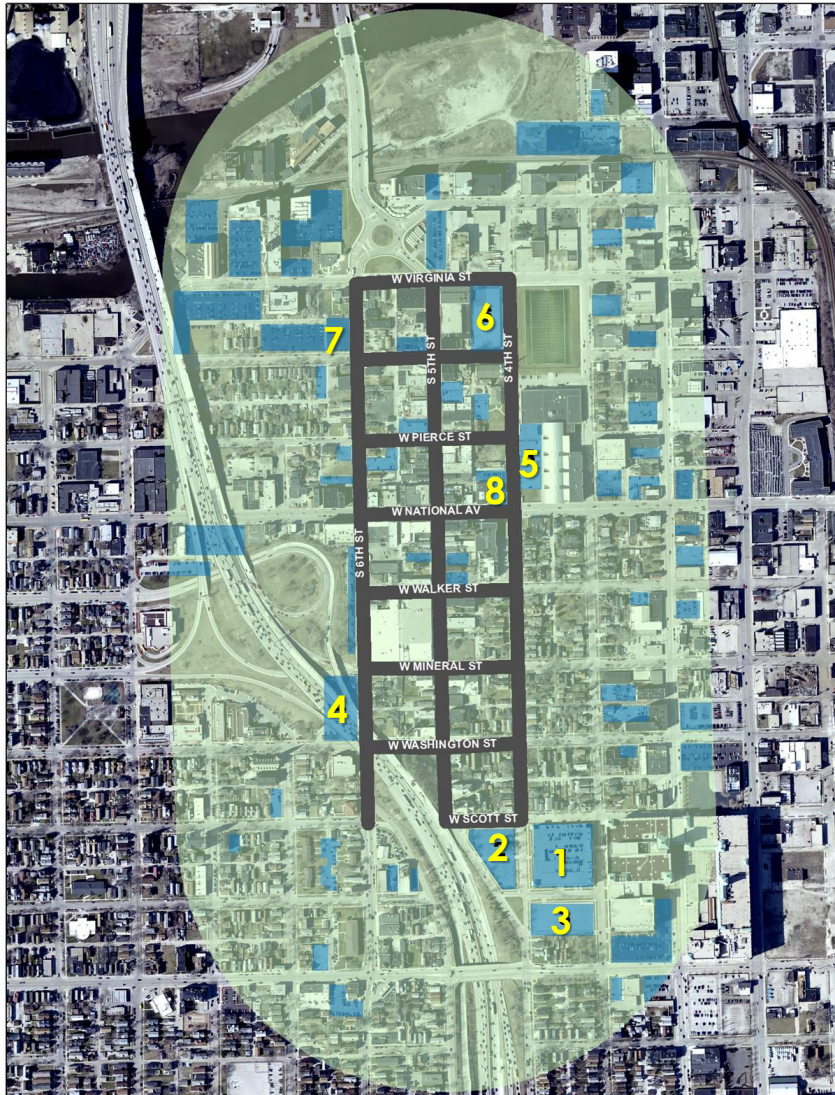


GRAEF Parking Study (2014)

- Emphasize shared parking
- Neighborhood valet
- Reduce free or low-cost on-street parking
- Eliminate assigned, off-street spaces
- Incentivize alternative transportation modes)



Opportunities for Shared Parking



STREETSCAPE FUNDING

Basic Streetscape

(City Funding)



- Standard curb and Gutter
- Curb push-outs
- Standard light fixtures
- Street trees
- Regular sidewalks & crosswalks*
- Harp lights*
- Bike racks*

*Can potentially be funded through proposed 6th and National Tax Incremental District

Enhanced Streetscape

(Additional Funding Source and Maintenance Commitment Required)



- Planters
- Street furniture
- Decorative sidewalk treatment
- Decorative crosswalks
- Banners, hanging baskets on Harps
- Bike share station (TID)

Enhanced Streetscape Funding Options

- Business Improvement District (BID),
most common source of streetscape funding
- Tax Incremental Financing (TID)
- Improvements by property owners
- Grants, Donors or Other Sources

Basic Streetscape (City Funding)



Enhanced Streetscape

(Additional Funding Source Required)



Enhanced Streetscape

(Additional Funding Source Required)



Enhanced Streetscape (Additional Funding Source Required)





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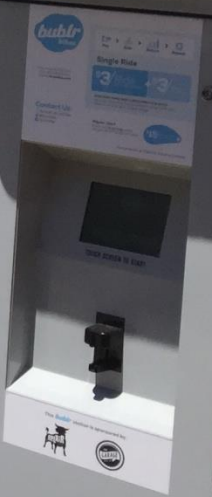
5.99







Brady/Humboldt





BRADY STREET

ROMAN COIN

MR. AND'S
BLATZ
BEER

ROMAN COIN

Emperor of China

STATE LAW









CONSTRUCTION



TESTIMONIALS



QUESTIONS / COMMENTS

South 5th Street Repaving Meeting



Tonight's presentation, images showing the alternatives, and the full Walker's Point Parking Study will be available beginning June 23 at:
<http://city.milwaukee.gov/AreaPlans/NearSouth>

Questions or comments:
Department of City Development
NearSouthSidePlan@milwaukee.gov
(414) 286-5804

Alderman Jose Perez
Jose.Perez@milwaukee.gov
(414) 286-2221



Si usted tiene una pregunta o solicita traducción sobre este boletín de informes, favor de comunicarse con Maribel Murillo al (414) 286-2861. Vaya a www.milwaukee.gov/district12 para noticias en español.